

| | | | | | | | | | | | |
|--|---|--|--|--|--|---|--|---|---|--|--|
| LOCKHEED AIRCRAFT CORPORATION | | | | ENGINEERING STUDY <input type="checkbox"/> | | | | LAC - 124 | | | |
| | | | | CHANGE PROPOSAL <input checked="" type="checkbox"/> | | | | | | | |
| DATE 3-26-62 | | | | AFFECTS : WSPO <input checked="" type="checkbox"/> | | | | PROJECT <input checked="" type="checkbox"/> | | | |
| NAME OF MAJOR COMPONENT F-2 FOIL | | | PART OR LOWEST SUBASSEMBLY HATCH ASSY. | | | PART NO. & MODEL OR TYPE F-357-2 | | | | | |
| TITLE OF PROPOSAL : F-2 FOIL IMPROVEMENTS | | | | | | | | | | | |
| NATURE OF PROPOSAL : SEE PAGE 2 | | | | | | | | | | | |
| REASON FOR PROPOSAL : SEE PAGE 2 | | | | | | | | | | | |
| ES | | ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED : | | | | | | | | | |
| CP | | ESTIMATED COST FOR KITS OR PARTS : SEE PAGE 3 ADDITIONAL FUNDING REQUIRED : YES (SP-1923) BOTH CUSTOMERS - SEE PAGE 3 | | | | | | | | | |
| ITEMS AFFECTED BY PROPOSAL : | | | | | | | | | | | |
| SAFETY <input type="checkbox"/> | MISSION EFFEC- TIVENESS <input type="checkbox"/> | PERFORM- ANCE <input type="checkbox"/> | OPERATING PROCEDURE <input type="checkbox"/> | INTER- CHANGE- ABILITY <input type="checkbox"/> | WEIGHT OR WEIGHT & BALANCE <input type="checkbox"/> | TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/> | MAINTEN- NANCE PROCEDURE <input type="checkbox"/> | SERVICE LIFE <input type="checkbox"/> | FLIGHT MANUAL <input checked="" type="checkbox"/> | MAINTEN- NANCE MANUAL <input checked="" type="checkbox"/> | |
| EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD | | | | | | | | | | | |
| SOURCE OF PARTS FOR KIT LAC | | | | | | AVAILABILITY _____ WEEKS AFTER APPROVAL SEE PAGE 3 | | | | | |
| DISPOSITION OF SPARES AFFECTED F344 PAWL - OBSOLETE | | | | | | | | | | | |
| INITIATED BY : L.A.C. | | | | | | APPROVED : WSPO PROJECT | | | | | |

NATURE OF PROPOSAL

- I. To IRAN all F-2 Foils and modify them to provide:
 1. Pilot control over raising, lowering, and advancing of records.
 2. A mechanical down stop to accurately position the record in the duct.
 3. A new pawl which will mechanically index a single record at each actuation (this will eliminate record skipping). This pawl is currently being incorporated in all new F-2 foils.
 4. Reduced seal interference, by replacing the aft inflatable seal with a fixed hard faced seal.
 5. Smoother transport of records by modifying the pusher assembly to get better metering of the damping fluid.
 6. A simplified actuator change by adding a connector to the actuator leads for both the door and the record actuator.
 7. A new control panel which is compatible with the revised system.
 8. In the process of this rework, the F357-2 hatches will receive an IRAN.
- II. No Service Bulletin required. All work to be done at the factory per a Depot Rework Order request.

REASON FOR PORPOSAL

The existing F-2 Foil configuration works well if properly adjusted. However, it is difficult to adjust correctly even if all parts are in good condition. In addition to adjustment difficulties, the pilot has no control to free a stuck record or advance a record should the pawl stick. The proposed changes eliminate, or reduce, the likelihood of malfunctions that have been experienced with this equipment. These changes will also reduce the maintenance required to keep these units operational.

STAT

Approved For Release 2002/10/31 : CIA-RDP89B00980R000200180079-8

Approved For Release 2002/10/31 : CIA-RDP89B00980R000200180079-8